

Liberia - Roads

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Overview

Identification

COUNTRY

Liberia

EVALUATION TITLE

Roads

EVALUATION TYPE

Performance Evaluation, Economic Analysis

ID NUMBER

DDI-MCC-LBR-ROADS-IDG-2019-v1

Version

VERSION DESCRIPTION

Not applicable to this evaluation; no quantitative data to be shared

Overview

ABSTRACT

The evaluation will address the following evaluation areas and evaluation questions:

Evaluation Area 0: Project Implementation

To what extent did the Project have a clear plan? Was it implemented according to plan? Where were there any deviations from the original design? If so, deviations and the overall evolution should be documented to the greatest extent possible.

Evaluation Area 1: Engineering Analysis and Economic Model

What is the economic return of the road maintenance investments? What factors drove changes to the ERRs over time? How could the project have been designed to result in a higher ERR?

Evaluation Area 2: Maintenance

2A. What are the relevant road authority's maintenance practices? How have these changed since the beginning of the Compact?

2B. How were routine, periodic and emergency maintenance works planned and executed by the Government before the Compact and how are they planned and executed after the Compact? Did planning and execution of routine, periodic and emergency road maintenance improve? [Objective Question (Main Evaluation Question)]

2B_1: Did the improved planning and execution of road maintenance result in maintenance cost savings?

2B_2: How does the execution of road maintenance compare to the GoL's maintenance plans?

2B_3: If maintenance is carried out using the improved planning methods implemented by MCC using HDM-4 and cost savings result, are cost savings returned to the Government of Liberia, or are the added available funds used to carry out further maintenance?

2B_4: What is the role of the private sector in the new maintenance regime and how does this compare to the role envisioned for it under the Project?

2B_5: The established procedure put in place by the program includes, (1) Data collection, (2) Data analysis, (3) Planning, (4) NRF Approval of planned prioritized MPW works, (5) Allocation of funding by NRF, (6) Timely award of road maintenance contracts, and (7) Execution. The success of this program going forward depends on continuing this process. How likely is it

that the Government will perpetuate this cycle post-compact? What, if anything, could MCC have done differently to ensure this cycle would last longer?

2B_6: How sustainable is the new maintenance regime? Volpe's assistance is currently slated to end at the end of July 2019. After that, Volpe will only be assisting with RAMS, but will not be helping MPW with HDM-4, data collection, etc. Sustainability activities could continue Volpe's assistance for one more cycle. Can GoL continue to use the system on their own? Why? If not, what could MCC have done differently to ensure the GoL would continue to use the system on their own?

2B_7: Does the overall quality of the road network improve, as a result of MCC's investments in maintenance planning and execution?

2C. What organizational, political, and economic factors are shaping road maintenance decisions and practices in Liberia?

2C_1: How is road maintenance regulated?

2C_2: How and to what extent did the Compact help to clarify and strengthen governance and regulatory arrangements for road maintenance?

2C_3: How is road maintenance funded and how does this compare to funding needs and projections?

2C_4: How did this change from before the MCC intervention to after?

2C_5: What evidence is there that MCC facilitated those changes (if relevant)?

2C_6: Are there factors influencing road transport agencies' policies and practices that could have been addressed by MCC to improve investment outcomes? What are these factors, and how should they be assessed during project design?

2C_7: Are the funds in the National Road Fund being used to maintain the road network?

Evaluation Area 3: Road Usage Patterns [optional, dependent on whether cost savings are used for added maintenance]

Have road usage patterns changed, in terms of who is traveling on the roads, why, what they are transporting, what they are paying for transport, and how long it takes to move along key routes?

Evaluation Area 4: Transportation Market Structure [optional, dependent on whether cost savings are used for added maintenance]

Given the existing transportation market structure, what portion of VOC savings will be passed on to consumers of transportation services? If not all savings are passed on, could this project have cost effectively addressed these inefficiencies? How? How is the transportation market structured and what is the likelihood that VOC savings will be passed on to consumers of transportation services? Did this change from before the MCC intervention to after? What evidence is there that MCC facilitated those changes (if relevant)?

EVALUATION METHODOLOGY

Independent Ex-Post ERR and HDM-4

UNITS OF ANALYSIS

Individuals, administrative units

KIND OF DATA

Other

TOPICS

Topic	Vocabulary	URI
Transport	MCC Sector	

KEYWORDS

Liberia, Roads Maintenance, HDM-4, ERR

Coverage

GEOGRAPHIC COVERAGE

The geographical coverage of the project depends on each activity. The geographical coverage has not been specified for the Matching Road Maintenance Fund Sub-Activity. The Roads Sector Reform Activity has a national coverage.

Producers and Sponsors

PRIMARY INVESTIGATOR(S)

Name	Affiliation
International Development Group Advisory Services LLC	

FUNDING

Name	Abbreviation	Role
Millennium Challenge Corporation	MCC	

Metadata Production

METADATA PRODUCED BY

Name	Abbreviation	Affiliation	Role
Millennium Challenge Corporation	MCC		Review of Metadata
International Development Group Advisory Services	IDG		Independent Evaluator

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DDI DOCUMENT VERSION

Version 1.1 (December 2019). This is the original version.

DDI DOCUMENT ID

DDI-MCC-LBR-ROADS-IDG-2019-v1

MCC Compact and Program

COMPACT OR THRESHOLD

Liberia Compact

PROGRAM

On October 2, 2015, the United States of America through the Millennium Challenge Corporation and the Government of Liberia signed a US\$257 million Compact designed to reduce poverty through economic growth by investing in energy and road maintenance projects in Liberia. The selection and design of Compact Projects was informed by the Constraints Analysis and subsequent Root Cause Analysis. The objective of the Roads Project is to improve the planning and execution of routine, periodic and emergency road maintenance. The Roads Project consists of two activities, the National Road Maintenance Activity and the Roads Sector Reform Activity. The National Road Maintenance Activity aims to match Government of Liberia contributions for periodic road maintenance in an effort to better maintain and sustain Liberia's primary paved and unpaved roads and increase institutional capacity in the sector. It consists of the Matching Road Maintenance Fund Sub-Activity. MCC will match Government of Liberia funding that is dedicated to periodic road maintenance on a one to one basis of up to \$15 million during the Compact Term, subject to measurable indicators of performance on maintenance planning, capacity and implementation. The Roads Sector Reform Activity aims to build capacity and provide technical assistance at the national level through the collection of road traffic and condition data, development of a road asset management system, and training of staff to update and use the system for maintenance planning; and provide sector reform/institutional strengthening/capacity building aimed at ensuring that Compact investments in the transportation sector are coordinated with and complement the investments made by other major donors.

MCC SECTOR

Transport (Trans)

Sampling

No content available

Questionnaires

No content available

Data Collection

Data Collection Dates

Start	End	Cycle
2020-09	2020-10	Baseline
2022-08	2023-08	Endline

Data Processing

No content available

Data Appraisal

No content available